

REPORT

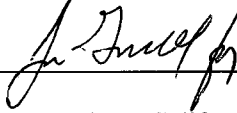
DATE: February 5, 2004

TO: The Regional Council
The Transportation and Communications Committee (TCC)

FROM: Don Rhodes, Manager of Government and Public Affairs

SUBJECT: 2004 Southern California Consensus Program

EXECUTIVE DIRECTOR'S APPROVAL



RECOMMENDED ACTION: Support the 2004 Southern California Consensus Program

SUMMARY:

The 2004 Southern California Consensus Program articulates the TEA-21 reauthorization principles and priority projects agreed upon by the Southern California Transportation Delegation. Following its review by the Regional Council, the Delegation, comprised of SCAG, IVAG, MTA, OCTA, RCTC, SanBAG, and VCTC, advocated the 2003 Consensus Program during an advocacy trip to Washington, DC in February 2003. This 2004 update retains the character, principles, and projects of the 2003 Consensus Program. However, it differs from the 2003 Consensus Program because 1) at the request of MTA, it adds the Gold Line Extension to Montclair to the Los Angeles County section and moves the I-710 Gap Closure and Gerald Desmond Bridge projects to the Intra-Regional section; 2) at the request of OCTA, it reduces the amount of the Centerline project from \$750 million to \$500 million; 3) at the request of RCTC, it increases the amount of the San Jacinto Commuter Rail Line from \$70 million to \$80 million; and 4) it refers to the component parts of the Alameda Corridor East (ACE) project under each affected county's section in addition to ACE's listing in the Intra-Regional section. The Delegation will advocate the 2004 Consensus Program on their February 11th-12th trip to Washington, DC. This document is a draft and minor corrections will occur prior to the Washington, DC trip. The TCC and Regional Council will be apprised of the corrections.

BACKGROUND:

Following the statewide adoption of TEA-21 reauthorization principles in late 2002, SCAG led an effort to form a delegation of Southern California's key transportation stakeholders for an advocacy trip to Washington, DC. IVAG, MTA, OCTA, RCTC, SanBAG and VCTC joined the Southern California Transportation Delegation and drafted the 2003 Southern California Consensus Program to articulate the mutually agreed upon principles and priority projects for TEA-21 reauthorization.

Following the Regional Council's review of the Consensus Program in February 2003, the Delegation traveled to Washington, DC to advocate the Program and, for the first time, to speak with a united voice about Southern California's transportation needs. The advocacy trip and the Delegation's message were well received. A second trip is now planned for February 11th and 12th.

To prepare for the upcoming trip, the Delegation updated the Consensus Program. Based again on mutual assent, the Delegation added the Gold Line Extension to Montclair to the Los Angeles County projects at MTA's request. A dollar amount must still be provided by MTA for the project. Also at the request of MTA, the Delegation moved the I-710 Gap Closure and Gerald Desmond Bridge projects from Los



REPORT

Angeles County Projects to Intra-Regional Projects. At the request of OCTA, the Delegation reduced the amount of the Centerline project from \$750 million to \$500 million. At the request of RCTC, the Delegation increased the amount of the San Jacinto Commuter Rail Line from \$70 million to \$80 million. Lastly, the component parts of ACE were listed under the Los Angeles, Orange, Riverside, and San Bernardino sections of the Consensus Program in addition to ACE's listing in the Intra-Regional section. This change resulted from Orange County's request that OnTrac, a component of ACE, also appear on the Orange County page.

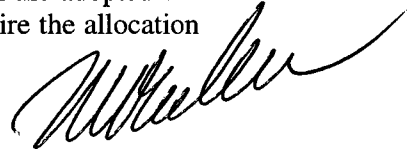
With the exception of the fourth point above which arose later, this draft 2004 Southern California Consensus Program was presented to chairs and chief executive officers of the county transportation commissions at their monthly meeting on January 16th. At the time of this writing, no additional revisions or changes have been received. Prior to the February trip, minor corrections to the Consensus Program maps will be made and the inclusion of signatures and the amount of the Gold Line Extension will be added. The TCC and Regional Council will be apprised of those changes.

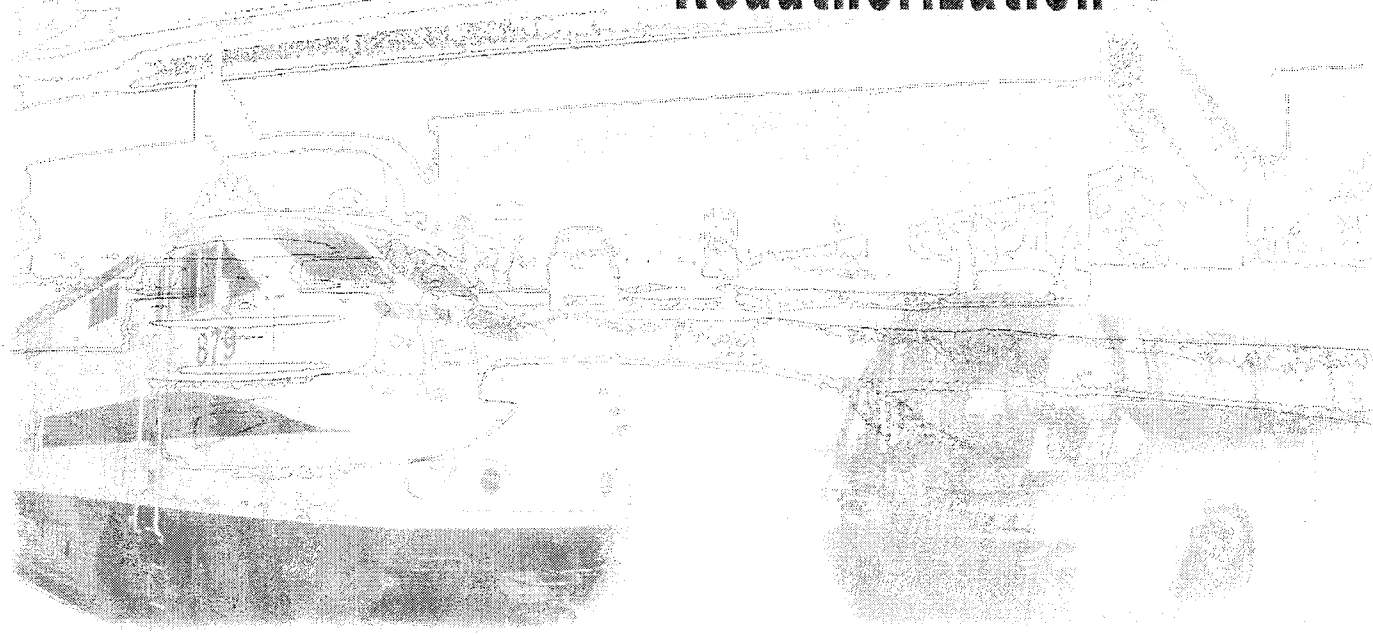
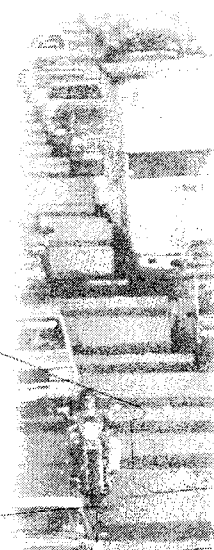
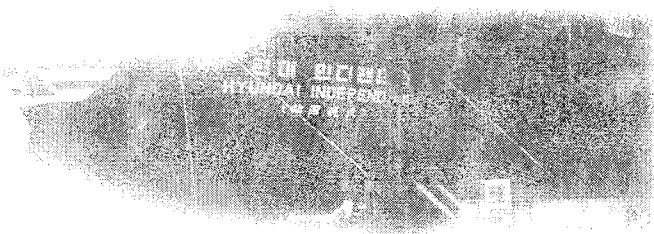
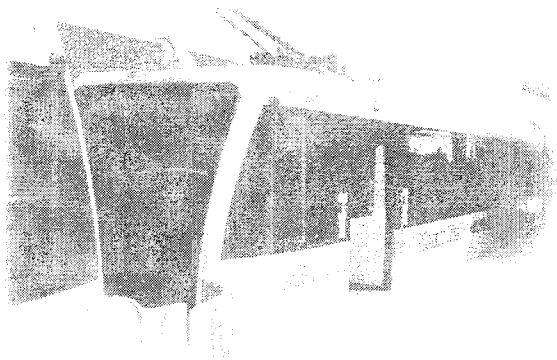
Because it expresses the region's unified support of TEA-21 reauthorization principles and because it presents the region's priority projects concisely and with stakeholder consensus, a support position is warranted by the TCC and the Regional Council for the 2004 Consensus Program.

FISCAL IMPACT:

All work related to adopting the recommended staff action is contained within the adopted FY 03/04 budget and adopted 2004 SCAG Legislative Program and does not require the allocation of any additional financial resources.

CAE#94878





SOUTHERN CALIFORNIA Consensus Program For TEA-21 Reauthorization



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February 2004

Dear Members of Congress:

We are pleased to have this opportunity to provide you with the Southern California Consensus Program for TEA 21 Reauthorization. The program has been unanimously agreed upon by the Southern California Transportation Delegation, a consortium of transportation authorities and county stakeholders from the Southern California Association of Governments (SCAG) region.

Last year, in February 2003, the Southern California Transportation Delegation conducted an unprecedented cooperative visit to Washington, DC to raise awareness about the critical challenges facing the transportation system in Southern California. The delegation presented a consensus program of priority transportation projects that will produce beneficial effects on the state and national economies.

The response was excellent. Never before had legislators or administrators heard Southern California speak with a united voice about the transportation projects needed to meet the sobering demands on the region. By 2025, Southern California's population of 17 million inhabitants will increase by 40 percent, and goods movement through our seaports and airports will triple. This international trade passes through Southern California via an extensive and congested network of 9,000 freeway miles and 32,600 major and minor arterial miles, all supported by 32,000 wholesale trade establishments and 7,000 trucking firms. With \$270 billion or 25 percent of the country's international trade already passing through the region, the threats to Southern California's productivity and quality of life are real and growing.

The Southern California Transportation Delegation's \$10.6 billion Consensus Program tackles these challenges and improves mobility for people and goods. Every project listed in the Consensus Program is an integral component of Destination 2030, the \$211 billion draft 2004 Regional Transportation Plan prepared by SCAG. Destination 2030 combines \$151 billion in public revenues from existing and prospective sources and \$60 billion in private financing to close the gap between the unmet transportation needs of 2004 and 2030.

Unanticipated policy changes at the state level may shrink or eliminate some existing sources of transportation revenues as California grapples with an estimated \$14 billion budget deficit. As those discussions ensue, Southern California continues to suffer the worst air quality in the nation, as vehicles crawl or idle on congested freeways, and air quality data from 2003 indicates the situation is deteriorating. Traffic congestion is exacerbated not only by delays in capital construction, but also by the dangerous consequences of deferrals in regularly



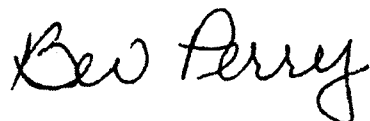
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scheduled maintenance. The end result is more drivers, stuck in traffic jams that pollute the air and squander valuable working hours.

The Southern California Transportation Delegation is working closely with the Schwarzenegger Administration to prevent a transportation funding shortfall that could bring critical capital improvement projects to a halt, worsen air quality, increase delay, and cost thousands of Southern Californians jobs and lost productivity.

Making the Southern California Transportation Delegation's Consensus Program a priority in the TEA-21 reauthorization acknowledges Southern California's role as the engine that drives the state and national economies. By any standard, the region's importance in the reauthorization cannot be overstated.

The Southern California Transportation Delegation thanks you for your time and consideration and looks forward to working with you on realizing Southern California's Consensus Program.



Bev Perry
Councilmember, City of Brea
President, Southern California
Association of Governments

Roy Wilson
Supervisor, County of Riverside
Chair, Riverside County Transportation Commission



Bill Alexander
Mayor, City of Rancho Cucamonga
President, San Bernardino Associated Governments
Chair, Southern California Regional Rail Authority

Douglas Cox
Councilmember, County of Imperial
Chair, Imperial Valley Association of Governments



Keith Millhouse
Mayor Pro Tem, City of Moorpark
Chair, Ventura County Transportation Commission

Zev Yaroslavsky
Supervisor, County of Los Angeles
Chair, Los Angeles County Metropolitan
Transportation Authority



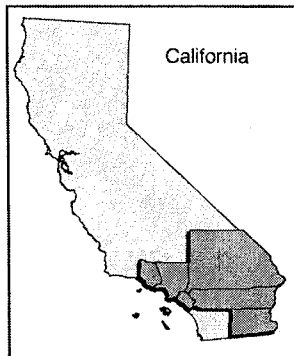
Tim Keenan
Mayor Pro-Tem, City of Cypress
Chair, Orange County Transportation Authority

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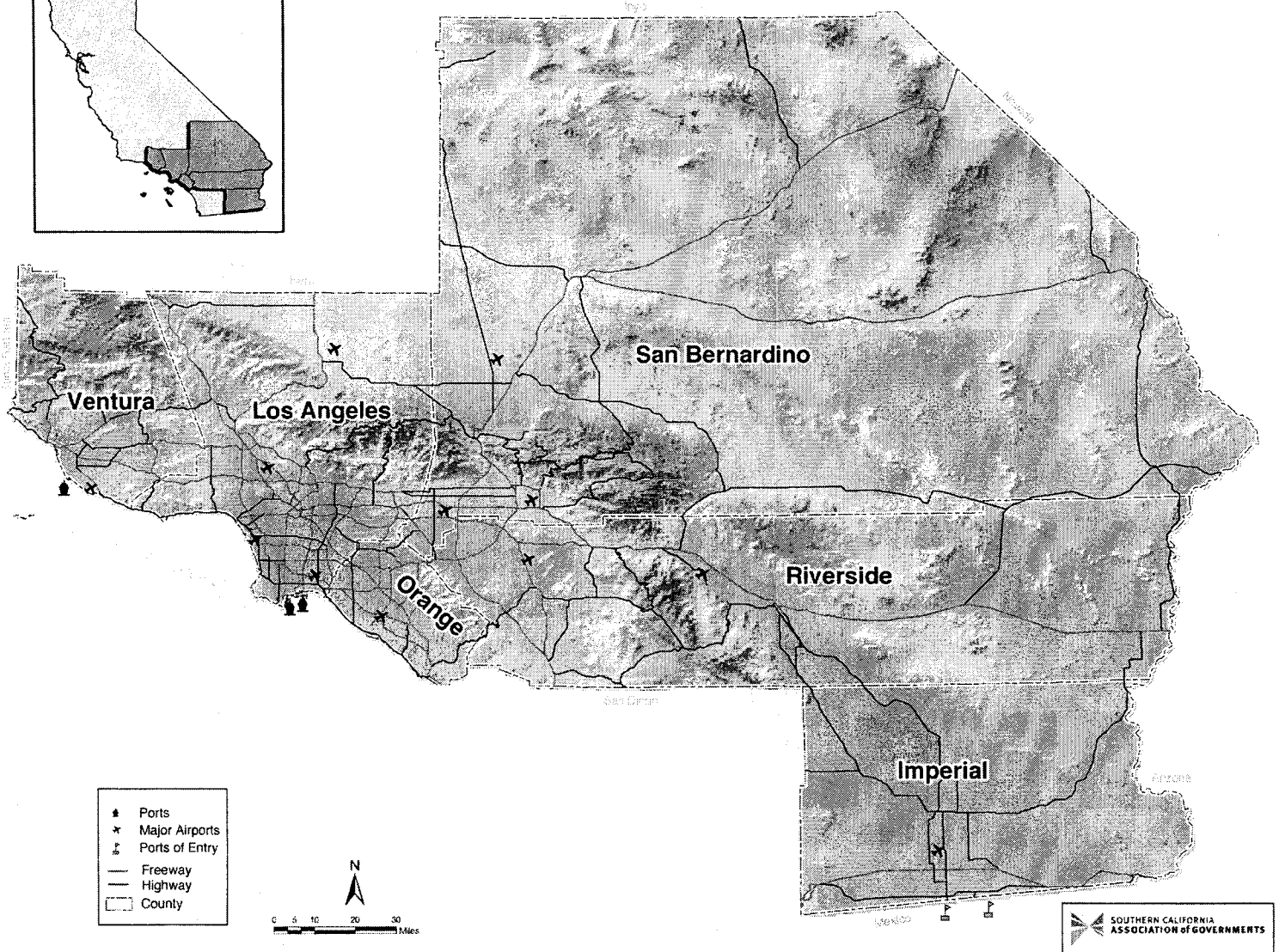
SOUTHERN CALIFORNIA
Consensus Program for TEA-21 Reauthorization

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MAP OF THE REGION



The SCAG region is one of the largest metropolitan regions in the nation.



THE AREA INCLUDES:

- ▲ 38 thousand square miles (an area larger than Indiana)
- ▲ Approximately six thousand urbanized square miles
- ▲ Six counties (Los Angeles, Orange, Ventura, Imperial, Riverside and San Bernardino)
- ▲ 188 cities
- ▲ \$270 billion in goods movement
- ▲ Over 17 million residents increasing to over 23 million by 2025
- ▲ 6.9 million jobs increasing to over 10.1 million by 2025
- ▲ 49 percent of the State's population
- ▲ \$600 billion estimated gross regional product, which would make it the world's ninth largest economy

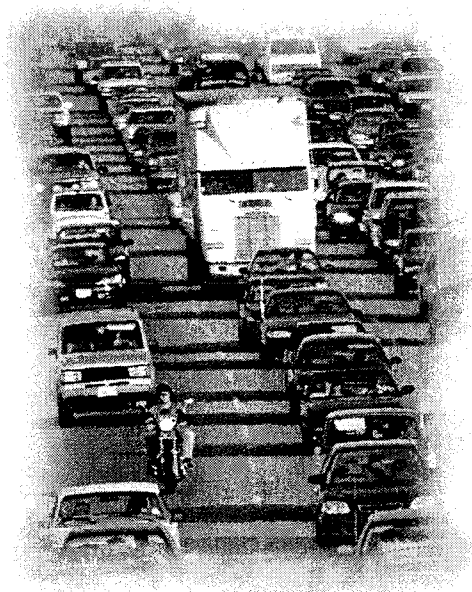
PRINCIPLES FOR REAUTHORIZATION

The following consensus-based principles were developed through the unified effort of California's public and private transportation interests and the Office of the Governor. Proponents of the principles include the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (MTA), the Orange County Transportation Authority (OCTA), the Ventura County Transportation Commission (VCTC), the League of California Cities, the Automobile Club of Southern California, and the California Chamber of Commerce.

California's transportation system is the economic engine that drives both the state and the national economies, delivering the largest proportion of goods and services that link the United States with its global markets. The efficiency, security, and quality of California's transportation system directly affect the economic well-being of every state in the nation. TEA-21 Reauthorization provides an opportunity to strengthen transportation's key role in supporting national security and the global economic competitiveness of the United States in the 21st Century. The following principles further this goal:

FUNDING

- ▲ Increase funding levels by raising annual obligation limits and spending down the unobligated balances in the Highway Trust Fund.
- ▲ Maintain the guaranteed funding levels and "firewalls" established in TEA 21 that match transportation expenditures to transportation revenues.
- ▲ Retain the Revenue Aligned Budget Authority (RABA) mechanism, but distribute the proceeds consistent with the historical split of gas tax proceeds both to the Highway and Mass Transit Accounts.

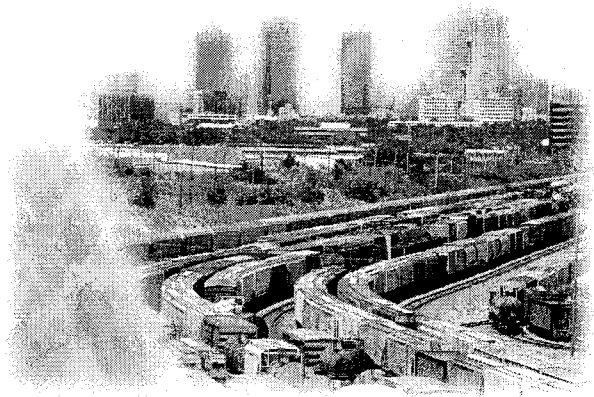


PRINCIPLES FOR REAUTHORIZATION

- ▲ Develop a mechanism to use available Highway Trust Fund balances to dampen the large swings in funding that could result from negative RABA adjustments. There should not be a major reduction in funding levels when Highway Trust Fund balances are high and can be used to mitigate negative RABA adjustments.
- ▲ Allow for easier access to and/or flexibility in qualifying projects from approved Regional Transportation Plans for innovative financing. This effort would include the modification of regulations and/or incentives for innovative financing arrangements including increased capitalization of infrastructure banks, debt-financing flexibility, direct treasury financing, access to public-private joint ventures, and the broadening of eligibility rules of the innovative financing program.

PROGRAM STRUCTURE

- ▲ Continue the basic program structure instituted by the Intermodal Surface Transportation Efficiency Act (ISTEA) that provides state, regional, and local officials the flexibility to allocate federal funds to a range of highway, transit, rail, local road, and bicycle/pedestrian improvements based on needs.
- ▲ Remove barriers to funding projects and programs that promote more efficient operation of the existing transportation system, such as deleting the three-year limit on the use of CMAQ funds and the varying local match requirements among different transportation programs.
- ▲ Concentrate any increased funding in the existing highway and transit formula and capital investment programs. Refrain from creating of any new discretionary programs beyond those currently authorized by law.
- ▲ Provide for increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national economic security and vitality, and provide for the mitigation of congestion and environmental effects of such movements. Support this effort by using Highway Trust Fund dollars or other Federal funding sources for programmatic increases in excess of current authorizations.



PRINCIPLES FOR REAUTHORIZATION

EQUITY

- ▲ Ensure that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund and preeminent role in the national economy.
- ▲ Oppose efforts to impose an arbitrary funding “cap” on the disbursement of formula or discretionary federal transit funds to any state.
- ▲ Support California’s Native American Tribal Governments efforts to obtain an equitable return from Native American transportation programs.

EXPEDITING PROJECT DELIVERY

- ▲ Link permitting agency review and approval to environmental review processes for environmentally responsible and expeditious project delivery. Federal agencies should coordinate policy and share financial and staff resources to integrate and expedite use of authorized funds to meet local, state, and national transportation and environmental priorities.
- ▲ Provide states with financial incentives such as enhanced and coordinated funding to assure the use of integrated review and planning procedures.
- ▲ Pursue a California pilot program demonstrating coordination of effort and funding between the state and federal permitting agencies and regulatory structures.



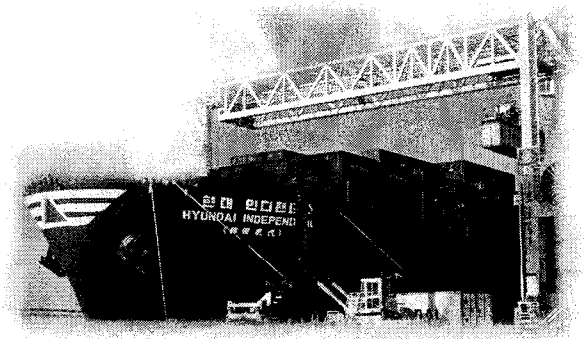
SOUTHERN CALIFORNIA CONSENSUS PROGRAM

TEA-21 Reauthorization

Southern California, home to 17 million people, is the most populous metropolitan region in the country. Its vast, multimodal transportation system supports a highly diversified \$600 billion regional economy. The gross regional product of the six counties constitutes 6 percent of the national Gross Domestic Product (GDP). On a comparative basis, Southern California is the tenth largest economy in the world.

During the 1990s, international trade emerged as a mainstay of Southern California's economy. The region is now the largest gateway for trade in the country with \$270 billion annually in exports and imports flowing through its seaports and airports. This is 25 percent of the country's total trade. Fifty percent of the imports are destined for markets across the country.

To be sure, the benefits from trade are significant, but trade also imposes a disproportionate burden on a beleaguered surface transportation system. The reauthorization of TEA-21 offers the opportunity to mitigate these burdens by committing funding to selected regional investments.



SOUTHERN CALIFORNIA'S TEA-21 REAUTHORIZATION CONSENSUS

In 2003, the Southern California Association of Governments (SCAG), comprised of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties, joined with public and private organizations throughout California in supporting the California Principles for Reauthorization of TEA-21. The statewide consensus made history and demonstrated California's unified commitment to retaining TEA-21's emphasis on flexible funding, regional choice, and performance-oriented investments in the reauthorization.

Carrying on the work of the California Principles, SCAG and Southern California's transportation authorities and county stakeholders agreed to highlight the regional projects with special economic significance that merit funding in the reauthorization. The Southern California Transportation Delegation agreed that the projects must do the following:

- Honor past commitments, such as previously approved full funding grant agreements for transit projects and funding commitments to close interstate highway gaps;

- Recognize that the region has several central cities and seek the allocation of discretionary funds to address the transit needs of the central cities;

SOUTHERN CALIFORNIA CONSENSUS PROGRAM

TEA-21 Reauthorization

Seek funding to address extraordinary federal requirements, such as the air quality conformity mandate; and

Seek funding that recognizes the region's contribution to the nation, especially in regard to international trade.

On the basis of these objectives, a shortlist of projects was selected. Called the Consensus Program, these priority projects strengthen Southern California's surface transportation system to increase the productivity of existing national investments and ensure the region meets national ambient air quality standards. Each consensus program project is included in Destination 2030, the \$211 billion draft 2004 Regional Transportation Plan (RTP), and the 2001 adopted RTP.

Investment in \$10.6 billion, 29-project Consensus Program is a sound and gainful expenditure: each dollar spent will yield \$4.44 in regional, state, and national economic benefits. Moreover, RTP projects like those featured in the Consensus Program rely heavily on non-federal resources, with 70 percent of Southern California's transportation revenues coming from local taxes.

Innovative financing also plays a vital role in Southern California, where \$60 billion of Destination 2030 projects will be funded by private resources as authorized in TEA-21. Employing the existing credit enhancement programs like the Transportation Infrastructure Finance and Innovation Act (TIFIA) will foster additional innovative public-private partnerships and revenue-backed projects from which a revenue stream sufficient to meet debt service payments will be generated. Southern California will continue to pursue these funds for the predeployment phases of rail, truck capacity enhancement, goods movement and Maglev projects.

The Consensus Program that follows groups projects by county and in an Intra-Regional category. Within those categories, projects are listed in no particular order.



SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Imperial County

[1] STATE ROUTE 78/BRAWLEY BYPASS

The bypass improvements will reduce traffic impacts within the County of Imperial and the City of Brawley. This will be the last project in a series to provide a complete expressway from the US/Mexico border to I-10 in Riverside County. Moreover, the project completes the inter-regional and international movement of goods on the NAFTA Network (NET) and is designated as a part of the International Border Trade Corridor (IBTC) and the International Corridor of Economic Significance (ICES).

Project	Description	Amount
SR-78/Brawley Bypass	Construct 18 miles of 4 lane expressway with interchange and signalization	\$18.0 million for full funding agreement to cover remaining 17 % of cost

[2] STATE ROUTE 98 CORRIDOR IMPROVEMENTS

Reduces traffic impacts within the County and City of Calexico. Connects the New Port of Entry to I-8 and SR-111. Completes the inter-regional and international movement of goods on the NAFTA Network (NET) and is designated as a part of the International Border Trade Corridor (IBTC) and the International Corridor of Economic Significance (ICES). Traffic projections indicate a 45% increase in traffic by 2020.

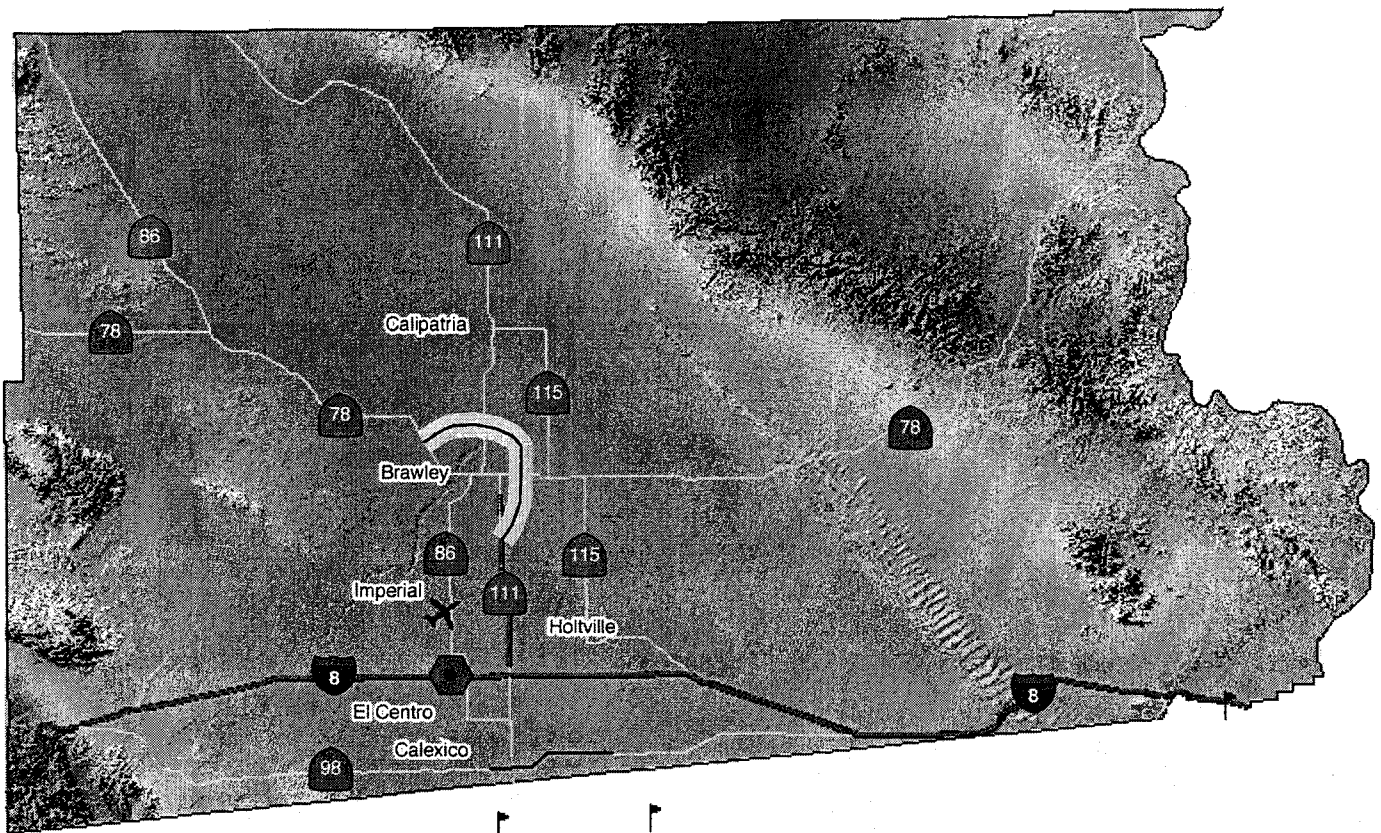
Project	Description	Amount
a. Widening and Realignment (SR-111 East to SR -7)	Widen 8 miles from 2 to 4 or 6 lanes	\$77.5 million for full funding agreement to cover remaining 86 % of cost
b. Widening and signals (Kloke Rd. to SR 111)	Widen 1 mile from 2 to 4 lanes	\$7.0 million for full funding agreement cover remaining 78 % of cost

[3] INTERSTATE 8/IMPERIAL AVENUE INTERCHANGE IMPROVEMENTS






This interchange connects the Northern and Southern portions of the City of El Centro allowing for regional access to existing and future development. Traffic projections indicate an increase of traffic by 50% by the year 2020.

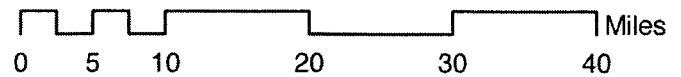
Project	Description	Amount
I-8/Imperial Avenue Interchange Improvements	Reconstruct Interchange to provide access where none currently exists	\$15.5 million for full funding agreement cover 67 % of cost

Imperial County



Legend

-  State Route 78, Brawley Bypass [1]
-  State Route 98, Widenings [2]
-  Interstate 8, Imperial Ave Improvement [3]
-  Airport
-  Ports of Entry



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SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Los Angeles County (see map on Page 12)

[1] EXPOSITION LIGHT RAIL SERVICE

Completion of the Exposition LRT would entail garnering previously pledged federal new starts funding – to assist in funding alternatives to the original Mid-City and Eastside segments.

Project	Description	Amount
Full funding grant agreement for the Exposition LRT	LACMTA project to extend rail service from downtown LA to Robertson/Venice Blvd.	\$315.6 million for full funding agreement to cover 50% of cost

[2] EASTSIDE LIGHT RAIL SERVICE

Completion of this project would entail garnering previously pledged federal new starts funding – to assist in funding alternatives to the original Mid-City and Eastside segments. The FTA has recommended the Eastside LRT for a multiyear funding commitment (FFGA).

Project	Description	Amount
Full funding grant agreement for the Eastside LRT	This would link densely populated East Los Angeles with the regional rail/mass transit network at Union Station	\$547.2 million for full funding agreement to cover 60% of cost

[3] GOLDLINE LIGHT EXTENSION

Completion of this project would improve east-west mobility across the 24 mile corridor in the San Gabriel Valley, relieve congestion on existing transportation facilities, and increase interconnectivity between work and educational destinations within the San Gabriel Valley and the Los Angeles region.

Project	Description	Amount
Gold Line Phase II Extension	Improve east-west mobility across a 24 mile corridor in the San Gabriel Valley between Pasadena and Montclair.	

SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Los Angeles County (see map on Page 12)

[4] INTERSTATE 405 HOV LANES FROM INTERSTATE 10 TO US-101

Completion of the regional HOV system is an important component of SCAG's Regional Transportation Plan. This project will complete a critical gap in the regional HOV system that will improve air quality, mobility and support ridesharing.

Project	Description	Amount
I-405	HOV Lanes from Route I-10 to Route US 101	\$3.6 million

[5] INTERSTATE 5 ADD 1 MIXED FLOW AND 1 HOV LANE FROM ROSEMEAD TO ORANGE COUNTY

This critical project will eliminate a bottleneck in the regional system allowing for improved mobility as well as air quality along the corridor.

Project	Description	Amount
I-5	Add 1 Mixed Flow and 1 HOV Lane from Rosemead (I-605) to Orange County Line	\$222.3 million

[6] INTERSTATE 5 HOV IMPROVEMENTS ROUTE 134 TO ROUTE 170

Completion of the regional HOV system is an important component of SCAG's Regional Transportation Plan. This project will complete a critical gap in the regional HOV system that will improve air quality, mobility and support ridesharing.

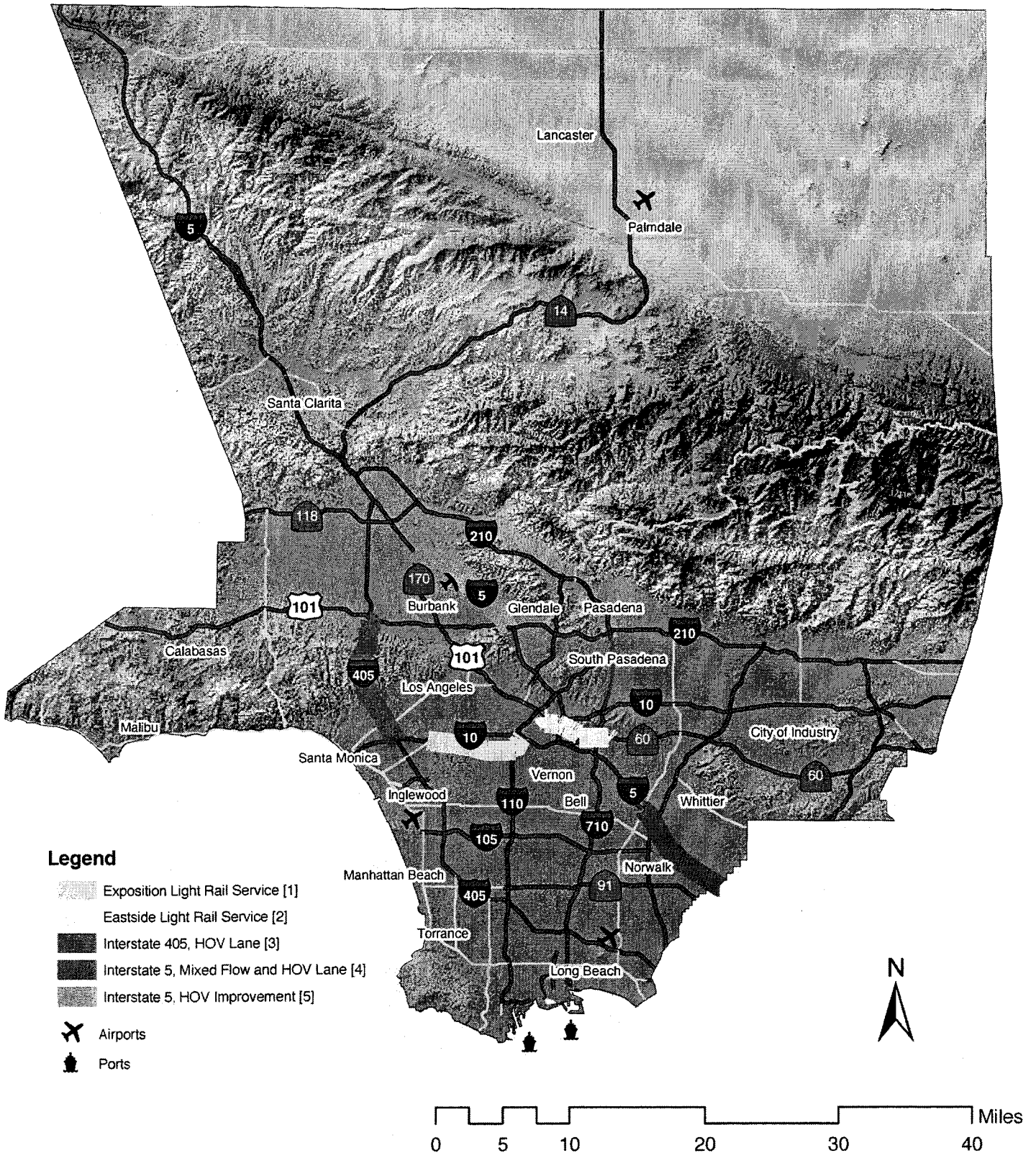
Project	Description	Amount
I-5 HOV Improvements	Route 134 to Route 170	\$182.7 million

[7] ALAMEDA CORRIDOR EAST

See Alameda Corridor East Improvements in the Intra-Regional Projects section.

Project	Description	Amount
Grade Separations	Grade crossing improvements	Part of the \$1.25 billion request for the Alameda Corridor East Improvements

Los Angeles County



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SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Orange County

[1] CENTERLINE RAIL TRANSIT SYSTEM

This is the first urban rail transit system in Orange County. The system connects the UC campus, John Wayne Airport, and the Santa Ana Transportation Center, serving some of the highest density neighborhoods in the region.

Project	Description	Amount
Authorize a full funding grant agreement for the Orange County CenterLine	From John Wayne Airport to Santa Ana	\$500 million for 50% of the project's cost

[2] BRISTOL STREET MULTI-MODAL CORRIDOR

This project would widen Bristol Street from two lanes to three along the CenterLine right-of-way.

Project	Description	Amount
Bristol Street Widening	Widen Bristol Street In Santa Ana	\$107 million

[3] STATE ROUTE 91 GENERAL-PURPOSE LANE

This project would improve the SR-91 freeway speeds along a ten-mile stretch in Orange County, resulting in a reduction of peak period commute times between Orange and Riverside Counties.

Project	Description	Amount
SR-91 Widening	On SR-91, add one general-purpose lane (or auxiliary lane capacity) in each direction including interchange improvements and freeway to freeway connectors from SR-55 to Riverside County line	Total federal request: \$221.3 million Total project cost is estimated to be \$250 million. Total request assumes 88.53% federal share

[4] STATE ROUTE 57 TRUCK CLIMBING LANE

This project would reduce delays on SR-57.

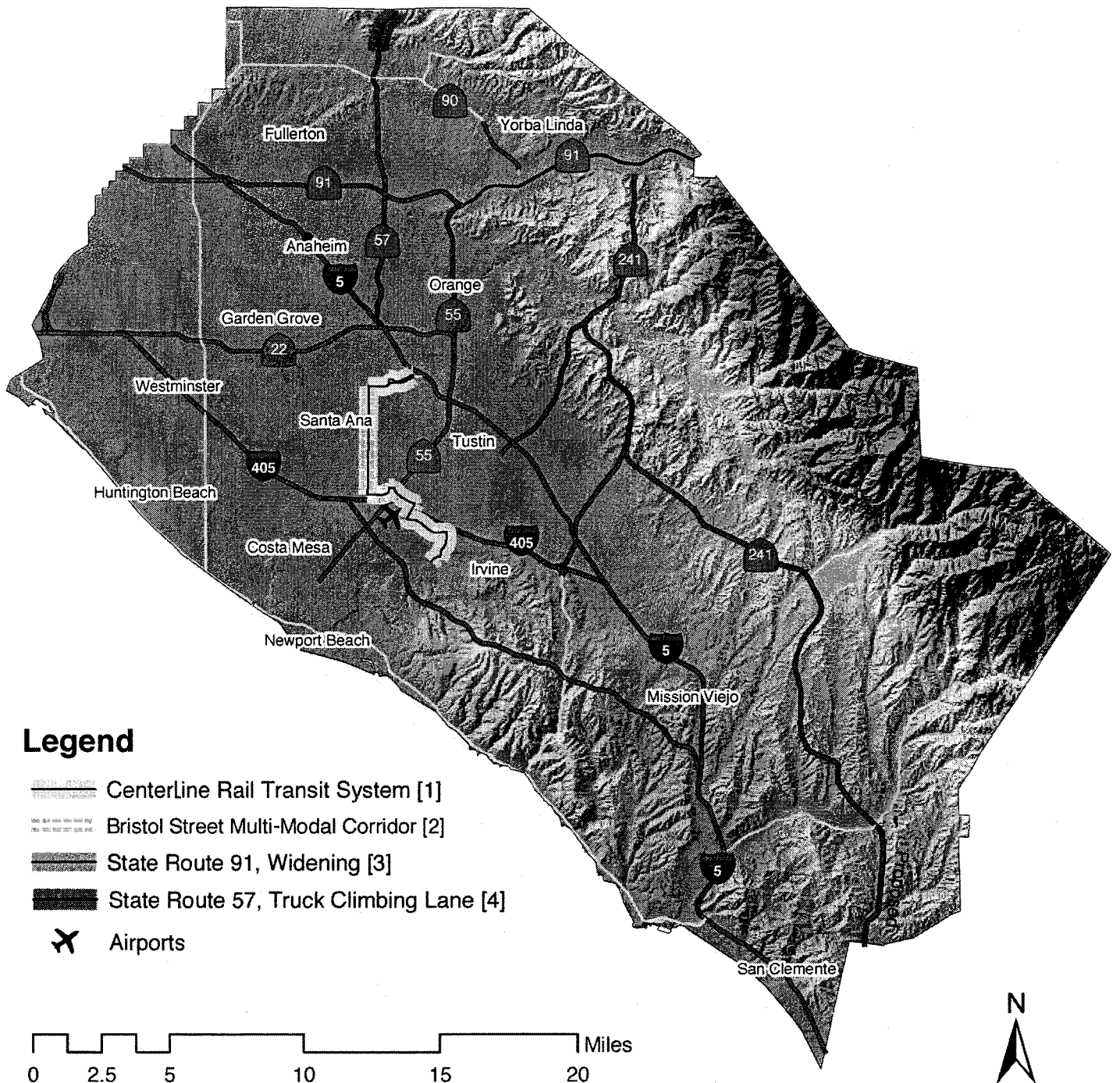
Project	Description	Amount
SR-57 Northbound Truck Climbing Lane	Add truck-climbing lane northbound from Lambert Rd to LA County line	\$66 million

[5] OnTrac (ALAMEDA CORRIDOR EAST)

See Alameda Corridor East Improvements in the Intra-Regional Projects section.

Project	Description	Amount
Grade Separations	Grade crossing improvements	Part of the \$1.25 billion request for the Alameda Corridor East Improvements

Orange County



SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Riverside County

[1] COMMUNITY ENVIRONMENTAL TRANSPORTATION ACCEPTABILITY PROCESS

The requested funds will address congestion problems of SR-91, the only highway corridor between jobs-rich Orange County and the affordable housing in Riverside County.

Project	Description	Amount
CETAP Riverside County to Orange County Corridor	Continue planning, studies, and preparation of environmental document and partial land acquisition for multi-species habitat	\$100 million

[2] COMMUNITY ENVIRONMENTAL TRANSPORTATION ACCEPTABILITY PROCESS

The requested funds will continue phase 1 for a new alternative transportation corridor to the I-215 between Riverside and San Bernardino Counties.

Project	Description	Amount
CETAP Moreno Valley to San Bernardino Corridor	Project development costs, including environmental document preparation and land acquisition	\$50 million

[3] NEW METROLINK SERVICE

Riverside County is an important regional commuter rail market and will increasingly be so due to population growth.

Project	Description	Amount
San Jacinto Commuter Rail Line	The initiation of a new service, the San Jacinto Line	\$80 million

[4] STATE ROUTE 91 HOV

This project is a Traffic Congestion Relief Project and is currently programmed in the 2002 RTIP (design and engineering portion only).

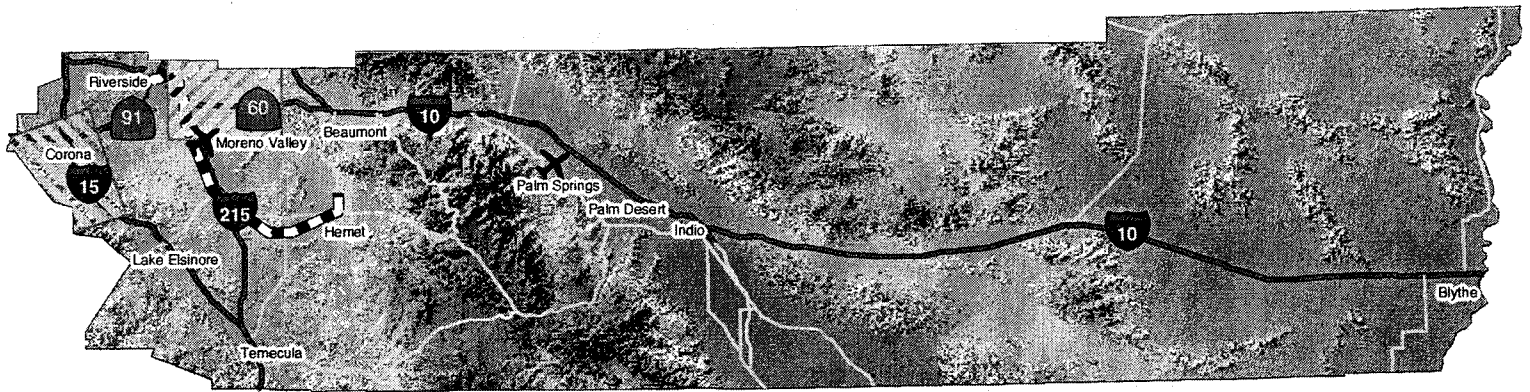
Project	Description	Amount
SR-91 Widening	This project widens SR-91 from Mary Street through the City of Riverside to the SR-91/SR-60/I-215 interchange by adding one HOV lane in each direction	The request is for \$100 million and the total project cost is estimated to be \$170 million

[5] ALAMEDA CORRIDOR EAST

See Alameda Corridor East Improvements in the Intra-Regional Projects section.






Project	Description	Amount
Grade Separations	Grade crossing improvements	Part of the \$1.25 billion request for the Alameda Corridor East Improvements

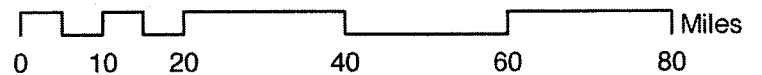
Riverside County



Legend



-  Community Environmental Transportation Acceptability Process (CETAP) Riverside to Orange County [1]
-  Community Environmental Transportation Acceptability Process (CETAP) Moreno Valley to San Bernardino County [2]
-  New Metrolink Service, San Jacinto Line [3]
-  State Route 91, Widening [4]
-  Airports



SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

San Bernardino County

[1] GRADE SEPARATION

The Colton crossing project will grade separate the east-west rail lines of the Union Pacific extending toward Arizona and Texas from the combined Burlington Northern/Santa Fe and Union Pacific rail lines that extend north and east toward the Midwest and Chicago to reduce train congestion delay which will benefit both rail freight and commuter rail.

Project	Description	Amount
Colton Crossing	A rail-to-rail grade separation for the at-grade rail crossing that currently constitutes the most serious freight rail bottleneck between the ports and the rest of the United States	\$30 million, 50% of project's cost. Another \$30 million would be needed from the railroads to complete the project

[2] INTERSTATE 15 TRUCKWAY

This truckway will facilitate interstate freight movement from the ports to northeasterly destinations on one of the three major interstate freight corridors that connect Southern California with the rest of the nation (others are I-5 and I-10).

Project	Description	Amount
Northeastern portion of exclusive truckway system connecting the ports and the Los Angeles Metropolitan area with the Great Basin and Rocky Mountain states	Exclusive truckway in the Regional Transportation Plan from the eastern terminus of SR-60 truckway through the Cajon Pass	\$1.5 billion

[3] INTERSTATE 215 WIDENING

The widening would add two mixed flow lanes to I-215 between I-10 and I-210, significantly improving regional mobility.

Project	Description	Amount
I-215 widening	I-10 to I-210	\$100 million

SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

San Bernardino County

[4] INTERCHANGE IMPROVEMENTS

Project	Description	Amount
Reconstruction of unsafe and deficient freeway interchanges along Interstate 10 and Interstate 15 impacted by heavy truck volumes	Address serious interchange deficiencies and safety issues, including queuing of trucks onto mainline freeway lanes, by reconstruction of deficient interchanges serving inland distribution centers and cities	\$200 million, 50% of unfunded need

[5] ALAMEDA CORRIDOR EAST

See Alameda Corridor East Improvements in the Intra-Regional Projects section.

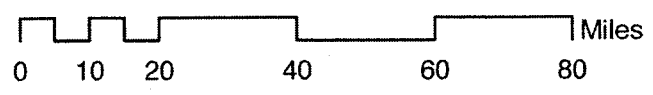
Project	Description	Amount
Grade Separations	Grade crossing improvements	Part of the \$1.25 billion request for the Alameda Corridor East Improvements

San Bernardino County



Legend

- Colton Crossing Grade Separation [1]
- ▬ Interstate 15, Truckway [2]
- ▬ Interstate 215, Widening [3]
- ✈ Airports



SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Ventura County

[1] TRANSPORTATION MANAGEMENT SYSTEM INSTALLATION

Ventura County has an extensive voter- approved smart growth program to balance growth with available transportation capacity and minimize the need for additional highway infrastructure.

Project	Description	Amount
Install Transportation Management System throughout Ventura County	TMS technology to implement Ventura County's comprehensive ITS Program	\$20 million for installation of sensors, control systems and related technologies

[2] PORT INTERMODAL ACCESS

Phase I of the port access project was funded through ISTEA and TEA-21 earmarks, as well as local funds. Local entities have committed \$60 million for this project.

Project	Description	Amount
Port Intermodal Access Improvement Project (Port of Hueneme) Phase II	Construct On-Dock Intermodal Rail Yard, Railroad Grade Separation, and road improvements	Total of \$17 million including \$3 million for On-Dock Intermodal Rail Yard, \$10 million for Grade Separation, and \$4 million for road improvements

[3] PIRU RAIL BRIDGE AND TRACK RESTORATION

This request will complete the rail corridor from Ventura to Santa Paula, Fillmore, Piru, and Rancho Camulos, facilitating a connection to the city of Santa Clarita in Los Angeles County. Once completed, this project will enhance local tourism and economic development. Local agencies are also building a parallel bike path using CMAQ funds.

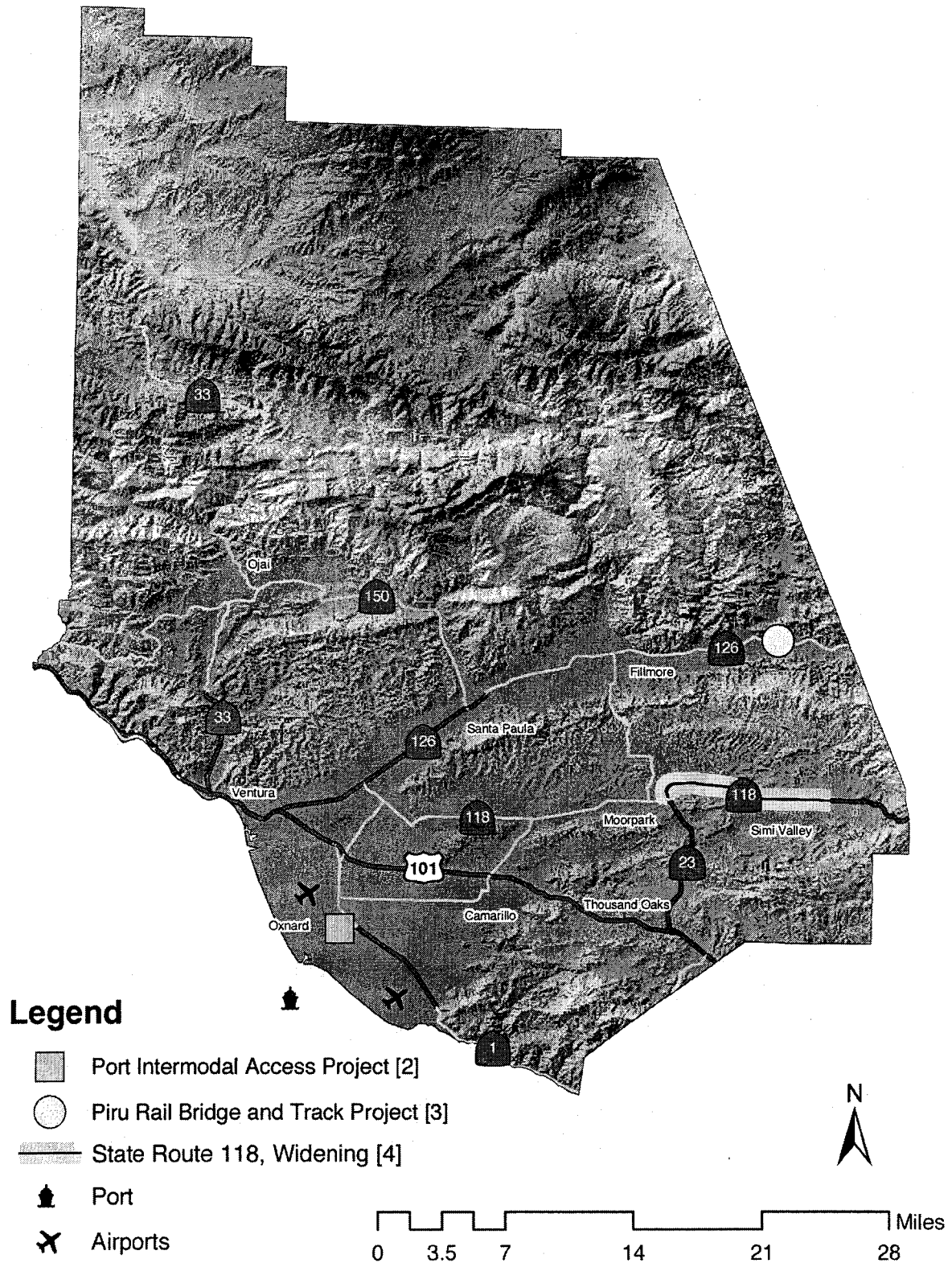
Project	Description	Amount
Piru Rail Bridge and Track Restoration	Restore historic Piru Creek Rail Bridge to re-establish railroad service	\$4 million to repair and reinforce bridge and abutments, as well as to restore tracks

[4] STATE ROUTE 118 WIDENING

This project is a high local priority due to need for congestion relief. Preliminary engineering is fully funded with available State and Federal funds.

Project	Description	Amount
Route 118 Freeway Widening from Tapo Canyon Road to Route 23	Add one freeway lane in each direction on nine-mile freeway segment	\$115 million for final design, right-of-way and construction, including bridge widenings, median safety barriers, and soundwalls

Ventura County



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SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Intra-Regional Projects

[1] ALAMEDA CORRIDOR EAST (SAN BERNARDINO, RIVERSIDE, ORANGE, LOS ANGELES)

Eastern Los Angeles, northern Orange, western Riverside, and western San Bernardino counties, an area with a population of more than 5 million, are experiencing frequent and increasing delays at railroad crossings, reflecting the rapid increase in freight rail traffic between the ports and the rest of the nation.

Project	Description	Amount
Alameda Corridor East Improvements	A major trade corridor program to mitigate extreme delays caused by increased transcontinental rail traffic from the ports at at-grade highway and arterial crossings	\$1.25 billion, 50% of the project's unfunded need

[2] STATE ROUTE 60 TRUCKWAY

This project will allow the development of a public/private venture to finance a dedicated truckway. With truck volumes expected to increase by nearly 60% the separation of trucks from other traffic will benefit both the shipping industries as well as other users of the highway system.

Project	Description	Amount
Route 60 Truckway	An exclusive truckway from the Ports of Los Angeles and Long Beach to the distribution centers located in the Inland Empire	\$3 billion for the public funding component of the \$4.3 billion project

[3] METROLINK SERVICE IMPROVEMENTS

This request will fund various improvements including the Eastern Area Maintenance Facility, selective double tracking on critical route segments, signal improvements, and communication system improvements. "Small Starts" will be used for Metrolink projects if legislation is enacted.

Project	Description	Amount
Upgrading Metrolink	Various Metrolink Improvements	\$177 million

SOUTHERN CALIFORNIA PRIORITY PROJECTS FOR TEA-21 REAUTHORIZATION

Intra-Regional Projects

[4] INTERSTATE 710 COMPLETION

This extension will complete the backbone of the regional highway network, facilitate the movement of trade from the ports to destinations to the north and make an important contribution to meeting the region's air quality conformity requirements.

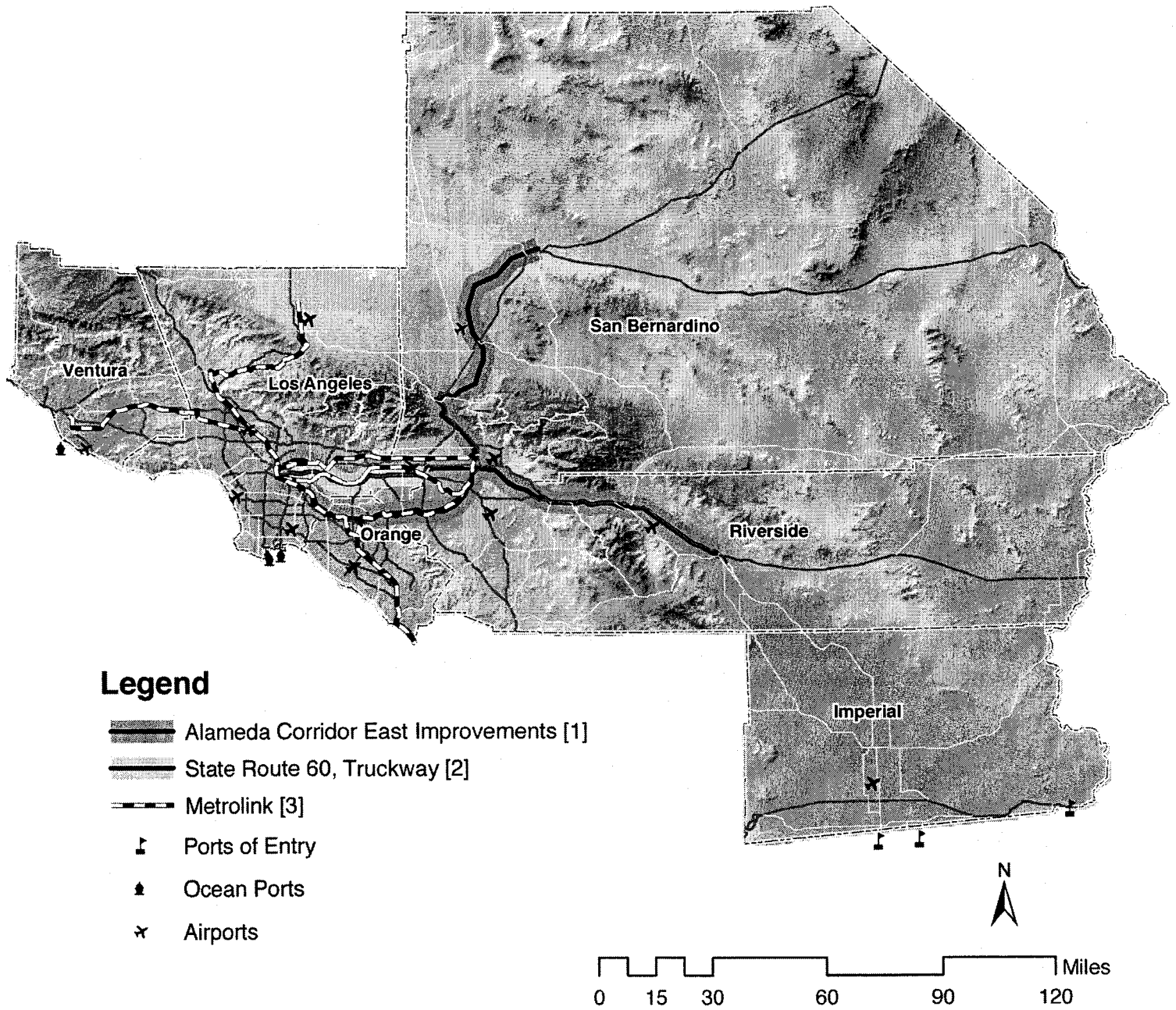
Project	Description	Amount
Commit funding to the I-710 completion	A 6 mile extension of I-710 from I-10 to I-210	\$1 billion

[5] INTERSTATE 710 GERALD DESMOND BRIDGE GATEWAY PROGRAM

The Gerald Desmond Bridge is located in the Port of Long Beach and is a critical link between the Ports of Long Beach and Interstate 710. The Bridge is also a National Highway System Intermodal Connector Route, a National Defense Highway System route, and part of the I-710. Results of the I-710 Major Corridor Study will identify additional projects.

Project	Description	Amount
Gerald Desmond Bridge Improvement program and I-710 Early Action Projects	The program entails demolition and replacement of the Gerald Desmond Bridge and will constitute the first of the I-710 early action projects	\$745 Million

Intra-Regional Projects



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CONCLUSION

As you have read, transportation is vital to the 17 million Southern Californians who call the region home. But the importance and economic benefits of a healthy Southern California transportation system do not end there. They extend beyond our region to the entire nation. Growing the national investment in transportation in Southern California benefits everyone.

The future of Southern California's surface transportation system, envisioned in this Consensus Program, now rests in your hands. We in the Southern California Transportation Delegation thank you for your commitment to making transportation in the region a priority. Over the coming weeks and months, we will be in contact with you about the Consensus Program and transportation funding. Please do not hesitate to contact us if we can be of any assistance.

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